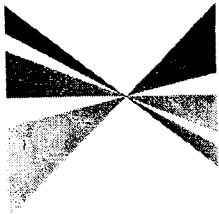


SOUTHERN CALIFORNIA



ASSOCIATION OF
GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

559-917/04

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MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP

**Tuesday, February 22, 2005
10:00 a.m. – 12:00 p.m.**

**SCAG Offices
818 W. 7th Street, 12th Floor
Riverside 'A' Conference Room
Los Angeles, California 90017
213. 236.1800**

Agenda Attached

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Ted Harris at 213.236.1916 or harrist@scag.ca.gov.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.



TRANSPORTATION CONFORMITY WORKING GROUP INTERAGENCY CONSULTATION

AGENDA

ITEM

- | | | |
|-----|--|-------------------------------|
| 1.0 | <u>Call to Order</u> | Chair Ty Shuiling,
SANBAG |
| 2.0 | <u>Welcome and Introduction</u> | Chair Ty Shuiling,
SANBAG |
| 3.0 | <u>Public Comment Period</u>
<i>Members of the public desiring to speak on an agenda
item must notify the Secretary prior to speaking.
Comments will be limited to three minutes.</i> | |
| | <u>Chair's Report</u> | Chair Ty Shuiling,
SANBAG |
| 4.0 | <u>Action Items</u> | |
| 5.1 | <u>Approval of the December 10, 2004
Meeting Summary
Attachment</u> | Chair Ty Shuiling,
SANBAG |
| 5.0 | <u>Information Items</u> | |
| 6.1 | <u>2004 RTIP Update</u> | Rosemary Ayala
SCAG Staff |
| 6.2 | <u>2004 RTP Update</u> | Naresh Amatya
SCAG Staff |
| 6.3 | <u>EPA PM 2.5 Rule Update</u> | Dave Jesson
EPA Staff |
| 6.4 | <u>2007 AQMP Update</u> | Eyvonne Sells
SCAQMD Staff |
| 6.5 | <u>CO Maintenance Plan Update</u> | Eyvonne Sells
SCAQMD Staff |

TRANSPORTATION CONFORMITY WORKING GROUP INTERAGENCY CONSULTATION

AGENDA

- | | | | |
|------|-----------------------|---|---------------------------|
| ITEM | 6.6 | <u>TCM Monitoring Process
Workgroup</u> | Mike Gainor
SCAG Staff |
| | 6.7 | <u>8-Hour Ozone Conformity
Determination
Attachment</u> | Ted Harris
SCAG Staff |
| | 6.8 | <u>Information Sharing</u> | Group Discussion |
| 7.0 | <u>Comment Period</u> | Chair Ty Shuiling, SANBAG
<i>Any Working Group member, member of the public or staff desiring to comment on items not covered on the agenda and within the Working Group's jurisdiction may do so at this time. Comments should be limited to three minutes.</i> | |
| 8.0 | <u>Adjournment</u> | Chair Ty Shuiling, SANBAG | |

For the date of the next Transportation Conformity Working Group meeting, please consult <http://www.scag.ca.gov/tcwg/index.htm>.

Please provide 30 copies of materials you would like to distribute at the meeting. If you have any questions, please contact Ted Harris at (213) 236-1916 or harrist@scag.ca.gov.

If you would like to attend by conference call, please notify Ms. Cathy Alvarado at (213) 236-1896 or e-mail alvarado@scag.ca.gov by Thursday, February 17, 2005.

Transportation Conformity Working Group

Interagency Consultation

Meeting Summary

Friday, December 10, 2004
10:00 AM – 12:00 PM

Southern California Association of Governments
818 W 7th Street, 12th Floor
Los Angeles, CA 90017
Riverside 'A' Conference Room

The Transportation Conformity Working Group (TCWG) held its monthly meeting on Friday, December 10, 2004 at SCAG's downtown offices. The following summary is intended to summarize the matters discussed. An audio recording of the entire meeting is available for review at SCAG's office.

1.0 CALL TO ORDER

The meeting was called to order at about 10:00 AM by the Chair, Douglas Kim, Metropolitan Transportation Authority (MTA).

2.0 WELCOME AND SELF-INTRODUCTIONS

ATTENDANCE:

In Person:

Chair, Douglas Kim, MTA
Arnie Sherwood, ITS/UCB
Eric Carlson, MTA
Herman Cheng, MTA
Jose Gutierrez, LA-EAD
Leann Williams, Caltrans District 7
Mike Gainor, SCAG
Rosemary Ayala, SCAG
Sylvia Patsaouras, SCAG
Ted Harris, SCAG
Ty Shuiling, SANBAG

Via Teleconference/Videoconference:

Becky Rosen, US EPA
Dave Jesson, US EPA
Dennis Wade, CARB
Eyvonne Sells, SCAQMD
Everett Evans, Caltrans District 12
Jean Mazur, FHWA
Karina O'Connor, US EPA
Kathryn Higgins, SCAQMD
Ken Lobeck, RCTC
Lisa Poe, SANBAG
Paul Fagan, Caltrans District 8
Toby Tiktinsky, US EPA

3.0 PUBLIC COMMENT PERIOD

There were no public comments at this meeting.

4.0 CHAIR'S REPORT (Chair Douglas Kim, LA MTA)

Chair Douglas Kim, LACMTA, conveyed thanks to the federal agencies for their guidance in the conformity process.

5.0 ACTION ITEMS

5.1 Approval of the October 26th Meeting Summary (Chair Douglas Kim, LA MTA)

Approved Unanimously.

6.0 INFORMATION ITEMS

6.1 2004 RTIP Update (Rosemary Ayala, SCAG)

Rosemary Ayala (SCAG) presented an update on the 2004 RTIP, reporting that administrative and formal amendments for non-STIP projects have been finalized for all counties except Los Angeles. These amendments will be mailed out on Monday (Dec 13). SCAG staff is next preparing to process amendments for 410 Los Angeles County projects. All counties are currently working on STIP reconciliation amendments to remove the conditional approval status of the 2004 RTP and bring the RTIP into conformity with the STIP.

6.2 EPA PM2.5 Rule Update (Dave Jesson, US EPA)

Dave Jesson (EPA) provided an update on the PM2.5 implementation rule. Mr Jesson reported that designations for PM2.5 non-attainment areas will be finalized by the end of 2004. The effective dates for designations will be 60 days after the release of the publication. Draft implementation guidance and proposed SIP requirements will be available in early Spring, 2005. Substantial public commentary is expected and a long period of time between initial proposal and final document should be expected. Mr Jesson reported that a 5 year attainment plan will probably not be viable and that a 5 year extension request will likely be necessary. Arnie Sherwood (ITS) asked if it would be possible to argue that because PM2.5, like ozone, is a secondarily derived pollutant, should therefore be included under Section 2 of the Clean Air Act. Mr Jesson responded that EPA is in the process of reconsidering the PM2.5 standard formal rule-making, and is likely to make more stringent PM2.5 standards. This will give cause to re-examine appropriate timelines for implementation. Doug Kim (LACMTA) commented that it seems counter-intuitive to release designations when new standards are imminent. Mr Sherwood asked if new designations would be made with the new standards. Mr Jesson responded that designations would change with the more stringent PM2.5 standards, including more non-attainment areas. Ty Shuiling (RCTC) asked when the 2007 SIP budgets would have to be in place. Ted Harris (SCAG) answered that they must be submitted to US EPA by June 15, 2007, and that the new budgets will be effective after the US EPA determines that they are adequate. Doug Kim (LACMTA) mentioned that the SIP budget schedule might be interrupted by new PM2.5 standards and that a schematic overview of scheduling by the federal agencies would be helpful.

6.3 8-Hour Ozone Phase 2 Rule Update (Dave Jesson, US EPA)

Dave Jesson (EPA) reported that the first part of the 8-Hour Ozone guidance document has been released, and that the final Phase 2 guidance document will be released in March, 2005.

6.4 Draft 8-Hour Ozone Conformity Determination (Ted Harris, SCAG)

Ted Harris (SCAG) presented the pre-draft materials for the 8-Hour Ozone Conformity Determination, reaffirming of the conformity findings for the 2004 RTP and RTIP, and including new emissions analyses for SCAB (2021) and CVAG (2013).

6.5 Supplemental Regional Emissions Data (Ted Harris, SCAG)

Ted Harris (SCAG) presented supplemental regional emissions data which includes Growth Visioning scenarios for 2020 and 2030. Jean Mazur (FHWA) mentioned that Smart Growth/Growth Visioning assumptions were included in the analysis as extra information. Doug Kim (LACMTA) asked whether the Growth Visioning assumptions should be included in the SIP budgets for the region. Jean Mazur (FHWA) indicated that to be an EPA decision. Karina O'Connor (EPA) commented that she didn't realize that Smart Growth assumptions were included in the budgets. Mr Harris responded that they are not. Ty Shuiling (RCTC) commented that growth is not uniform across the region and historic trends are not viable. Jean Mazur (FHWA) responded that is not an issue right now since the budget can be achieved either way. Arnie Sherwood (ITS) commented that previous modeling efforts are inadequate to forecast the impact of smart growth on transportation. Mr Shuiling (RCTC) asserted that we are providing transportation systems to accommodate this kind of growth. Ms Mazur (FHWA) commented that her agency does not wish to discourage smart growth initiatives in the region, and the request for this supplemental information could be dropped over time if it can be demonstrated that the Smart Growth program is succeeding. Mr Kim (LACMTA) responded that Compass changes will be manifest over the long term, and that dramatic changes should not be expected in the short term.

6.6 Conformity Determination for Searles Valley (Ted Harris, SCAG)

Ted Harris (SCAG) presented the conformity determination for Searles Valley. Mr Harris explained that since there are currently no projects scheduled for that area, and the Build and No-Build scenarios are therefore identical, Searles Valley is now in conformity with the new emissions threshold.

6.7 Information Sharing (Group Discussion)

Doug Kim (LACMTA) mentioned that the Statewide Transportation Conformity Group meeting is to be held in San Diego on January 27th, and that the January TCWG meeting is cancelled. Ted Harris (SCAG) reported that the 8-Hour Ozone Conformity Finding will be acted on by the Regional Council in March. Mr Kim (LACMTA) asked if SCAG will be providing updates on TCM definitions and how TCM projects will be tracked in the RTIP. Sylvia Patsaouras (SCAG) responded that a TCM Working Group will be established early next year to discuss TCM issues. Mike Gainor was introduced to the group as the SCAG staff person who will be coordinating the TCM monitoring process.

7.0 COMMENT PERIOD

Jean Mazur (FHWA) reported that a certification review is conducted every 3 years to ensure that all planning process requirements are being met.

8.0 ADJOURNMENT

The meeting adjourned at approximately 12:00 Noon.

ATTACHMENT

8-Hour Ozone Conformity Finding



Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

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Glen Becerra, Simi Valley • Carl Morehouse, San
Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority:
Vacant

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

Notice of Public Review Period

Notice of Public Availability of Draft 8-Hour Ozone Conformity Determination

Date: January 18, 2005

Southern California Association of Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

The Southern California Association of Governments has prepared a draft conformity determination for the 8-hour ozone standard for the 2004 Regional Transportation Plan (RTP) and the 2004 Regional Transportation Improvement Program (RTIP).

The new 8-hour ozone standard established by the US EPA necessitates new conformity determinations by June 15, 2005. The conformity determinations in the attached packet, based on the existing one-hour conformity determinations for the RTP and RTIP, also include supplemental regional emissions analysis for the new attainment years in the Coachella Valley portion of the Salton Sea Air Basin (SSAB) (2013) and the South Coast Air Basin (2021). The 8-hour determination refines the conformity findings for the Southeast Desert Modified area to reflect the two new 8-hour ozone non-attainment areas, the Western Portion of the Mojave Desert Air Basin (MDAB) and the Coachella Valley portion of the Salton Sea Air Basin (SSAB). A draft conformity determination for the Searles Valley planning area is also included. In summary, all of the additional analyses are consistent with the applicable budgets and emissions tests. Additionally, information on the impact of growth visioning in the 2004 RTP is presented.

This letter marks the beginning of the 30-day public review period for this determination, and SCAG welcomes comments from members of the public beginning Tuesday, January 18, 2005. The closing date for the receipt of public comments will be Friday, February 18, 2005. SCAG will hold a public hearing on February 3, 2005 at SCAG's offices. The Energy and Environment Committee is scheduled to recommend approval of the conformity determination to the SCAG Regional Council (RC) on March 3, 2005. Upon approval by the RC on that same date, SCAG will send the 8-hour conformity determination to the US Department of Transportation (USDOT).

Please forward your comments to Michael Gainor at gainor@scag.ca.gov, or at the address shown above.

Sincerely,

Hasan Ikhrata, Director
Planning and Policy

REPORT

TO: Energy and Environment Committee (EEC)
Regional Council (RC)

FROM: Ted Harris, Air Quality Program Lead, harrist@scag.ca.gov, (213) 236-1916

DATE: March 3, 2005

RE: Conformity Determination for the 8-hour Ozone Standard

EXECUTIVE DIRECTOR'S APPROVAL:

EEC RECOMMENDED ACTION

Recommend that the Regional Council adopt Resolution 05-461-1 approving the conformity determination for the 8-Hour Ozone Standard for the 2004 Regional Transportation Plan and the 2004 Regional Transportation Improvement Program.

RC RECOMMENDED ACTION

Adopt Resolution 05-461-1 approving the conformity determination for the 8-Hour Ozone Standard for the 2004 Regional Transportation Plan and the 2004 Regional Transportation Improvement Program.

SUMMARY

This memo summarizes the proposed conformity findings for the 8-hour ozone standard for the 2004 Regional Transportation Plan (RTP) and the 2004 Regional Transportation Improvement Program (RTIP).

Key 8-hour Ozone Requirements:

The new federal conformity regulation for 8-hour ozone requires the Southern California Association of Governments (SCAG) to receive approval from the United States Department of Transportation (US DOT) on SCAG's conformity determination by June 15, 2005. Non-attainment area designations for the new 8-hour ozone standard became effective on June 15, 2004, and an approved conformity determination is required one year after the effective date. If US DOT does not approve SCAG's determination by June 15, 2005, then the region's conformity will lapse.

Table 1 presents 8-hour ozone non-attainment areas in the SCAG region. New ozone attainment years in the region include 2007 for Imperial County, 2010 for the Western portion of the Mojave Desert Air Basin, 2010 for Ventura County (South Central Coast Air Basin), 2013 for Coachella Valley (Salton Sea Air Basin), and 2021 for the South Coast Air Basin (SCAB).



REPORT

Table 1: SCAG Region – Eight-hour Ozone Non-attainment Areas

Non-attainment Area	Classification	Maximum Attainment Date
South Coast Air Basin (SCAB)	Severe-17	2021
Coachella Valley – Salton Sea Air Basin (SSAB)	Serious	2013
Western Portion of Mojave Desert Air Basin (MDAB) [San Bernardino County and Antelope Valley]	Moderate	2010
Ventura County – South Central Coast Air Basin (SCCAB)	Moderate	2010
Imperial County (SSAB)	Marginal	2007

The Southern California Transportation Conformity Working Group (TCWG) and the Energy and Environment Committee developed an efficient process to obtain an approved 8-hour ozone conformity determination for the 2004 RTP and RTIP (<http://www.scag.ca.gov/tcwg/index.htm>). This process entails reaffirming previously approved ozone analyses and findings for the 2004 RTP and 2004 RTIP and addressing additional analyses required by the new 8-hour standard.

Reaffirming Ozone Analysis and Findings:

The 8-hour ozone conformity determination includes a reaffirmation of the approved conformity findings for both the 2004 RTP and the 2004 RTIP. This reaffirmation includes regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, the use of the latest planning assumptions and the latest approved emissions model, and the appropriate documentation of findings, including reaffirming the process for interagency consultation and public participation. Until new 8-hour budgets are approved, the new federal conformity regulation for 8-hour ozone authorizes the use of previously approved ozone analyses and findings. Specifically, the 8-hour rule requires the use of existing 1-hour ozone emission budgets where existing 1-hour and new 8-hour boundaries are the same (93.109(e)(2)(i)) or where an existing 1-hour area can be divided into the appropriate geography of the 8-hour areas (93.109(e)(2)(ii)).

In the SCAG region, existing 1-hour ozone emission budgets apply for 8-hour ozone conformity determinations until new 8-hour budgets have been approved. The 1-hour ozone non-attainment areas in Ventura County and the South Coast Air Basin (SCAB) are identical to the 8-hour non-attainment areas. Thus, the 1-hour ozone budget can be used as-is for Ventura County and SCAB. Likewise, the 1-hour budgets for the Southeast Desert Modified Air Basin (SEDAB) can be divided into two sets of 8-hour budgets for Coachella Valley and the Western Mojave Desert Air Basin.

Imperial County is the only 8-hour ozone non-attainment area in the SCAG region that does not have an approved 1-hour ozone budget. For Imperial County, the previously approved interim emission test performed for the 1-hour standard also fulfills the 8-hour ozone requirement. Thus, the ozone conformity finding for Imperial County is reaffirmed in the 8-hour ozone conformity determination for both the 2004 RTP and 2004 RTIP.

REPORT

Overall, the budgets, analyses, and findings for the 1-hour standard apply to the 8-hour conformity determination, and the 8-hour conformity determination reaffirms the approved ozone determinations for both the 2004 RTP and 2004 RTIP.

Additional Analysis:

In addition to reaffirming previous conformity findings, the 8-hour ozone conformity determination includes additional analysis and refined findings. The 8-hour determination includes additional regional emissions analysis for the new attainment years in the Coachella Valley portion of the Salton Sea Air Basin (SSAB) (2013) and the South Coast Air Basin (2021), although 2020 may be used in future 8-hour conformity determination for the SCAB. The 8-hour determination refines the conformity findings for the Southeast Desert Modified area to reflect the two new 8-hour ozone non-attainment areas, the Western Portion of the Mojave Desert Air Basin (MDAB) and the Coachella Valley portion of the Salton Sea Air Basin (SSAB). In summary, all of the additional analysis is consistent with the applicable budgets.

Proposed Conformity Determinations

SCAG has determined the following conformity findings for the 2004 RTP and the 2004 RTIP under the required Federal tests for 8-Hour Ozone:

✓ Regional Emissions Tests

- Finding: SCAG's 2004 RTP/RTIP regional emissions for Ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:
 - SCAB (2003 Ozone SIP)
 - SCCAB (Ventura County- 2004 Ozone SIP)
 - Coachella Valley SSAB (2004 Ozone SIP)
 - Western MDAB (2004 Ozone SIP)
- Finding: SCAG's 2004 RTP/RTIP regional emissions (build scenario) for Ozone precursors are less than the no-build emissions for the Imperial County portion of SSAB.

✓ Reaffirmation of 2004 RTP/RTIP Conformity Tests

- Finding: SCAG reaffirms the applicable conformity findings for both the 2004 RTP and the 2004 RTIP, which can be viewed at:

<http://www.scag.ca.gov/rtp2001/2004draft/techappendix/FinalTechAppend.htm>
and: <http://www.scag.ca.gov/RTIP/final04/Sec1.pdf>

REPORT

- This reaffirmation covers the findings for all applicable pollutants, including regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, applying the use of the latest planning assumptions and the latest approved emissions model, reaffirming consistency between the adopted 2004 RTIP and the adopted 2004 RTP, and reaffirming the process for interagency consultation and public participation.

✓ Inter-agency Consultation and Public Involvement Test

- Finding: In addition to reaffirming the already conducted public involvement and interagency consultation test for the 2004 RTP/RTIP, the 8-hour ozone conformity determination underwent an appropriate process for interagency consultation and public participation.

Conclusion:

The conformity determination and findings for the 8-hour ozone entail reaffirming previously approved ozone conformity findings, including additional emissions analyses for two additional milestone years, and refining the ozone finding to represent Coachella Valley and the Western Portion of the Mojave Desert.

ATTACHMENTS

RESOLUTION No.05-461-1

PowerPoint Presentation for the Energy and Environment Committee

The following items will be mailed under separate cover after the close of public comment period on 2/18/05:

8-hour Ozone Conformity Finding

Conformity Determination for Searles Valley

Supplemental Regional Emissions Data—Growth Visioning

FISCAL IMPACT

The staff resources for determining air quality conformity for the new 8-hour standard are contained within the Fiscal Year 2004/05 SCAG budget.

RESOLUTION No.05-461-1
RESOLUTION OF
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
TO ADOPT THE CONFORMITY DETERMINATION FOR THE 8-HOUR
OZONE STANDARD FOR THE 2004 REGIONAL TRANSPORTATION PLAN
AND THE 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312;

WHEREAS, pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively; and

WHEREAS, 42 U.S.C. § 7506(c)(1) requires SCAG's 2004 RTP and 2004 RTIP to conform with the applicable State Implementation Plan (SIPs) developed for the federal non-attainment and maintenance areas in the Mojave Desert Air Basin, the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, and the Salton Sea Air Basin;

WHEREAS, SCAG, as the designated MPO, is required to comply with Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];

WHEREAS, 23 U.S.C. § 134(h)(2)(C) and 23 C.F.R. § 450.324(f)(2) requires the 2004 RTIP to be consistent with the 2004 RTP;

WHEREAS, SCAG has worked concurrently with local, state and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by provisions of Federal and State law on the transportation planning processes;

WHEREAS, federal regulations at 23 CFR § 450.332(e) require that in non-attainment and maintenance areas, funding priority be given to timely implementation of transportation control measures (TCMs) contained in the applicable SIPs in accordance with the conformity regulations at 40 CFR Parts 51 and 93;

WHEREAS, 23 U.S.C. § 134(a), 49 U.S.C. § 5301 *et seq.*, 23 CFR § 450.312, and 49 CFR § 613.100 require SCAG, as the designated MPO, to maintain a continuing, cooperative and comprehensive transportation planning process in its development of the RTP and RTIP;

WHEREAS, on April 15, 2004 the United States Environmental Protection Agency promulgated the final designations for 8-hour ozone non-attainment areas;

WHEREAS, non-attainment area designations for the new 8-hour ozone standard became effective on June 15, 2004, and an approved conformity determination is required one year after the effective date;

WHEREAS, new federal conformity regulation requires the Southern California Association of Governments (SCAG) to receive approval from the United States Department of Transportation (US DOT) on SCAG's conformity determination by June 15, 2005;

WHEREAS, 8-hour ozone non-attainment areas in the SCAG region include: 1) South Coast Air Basin (SCAB), 2) Coachella Valley – Salton Sea Air Basin (SSAB), 3) Western Portion of Mojave Desert Air Basin (MDAB) [San Bernardino County and Antelope Valley], 4) Imperial County (SSAB) 5) Ventura County – South Central Coast Air Basin (SCCAB);

WHEREAS, the Southern California Transportation Conformity Working Group (TCWG) and the Energy and Environment Committee developed an efficient process to obtain an approved 8-hour ozone conformity determination for the 2004 RTP and RTIP;

WHEREAS, the 8-hour conformity determination entails reaffirming previously approved ozone analyses and findings for the 2004 RTP and 2004 RTIP;

WHEREAS, the 8-hour conformity determination includes additional regional emissions analysis for the new attainment years in the Coachella Valley portion of the Salton Sea Air Basin (SSAB) (2013) and the South Coast Air Basin (2021);

WHEREAS, the 8-hour determination refines the conformity findings for the Southeast Desert Modified area to reflect the two new 8-hour ozone non-attainment areas, the Western Portion of the Mojave Desert Air Basin (MDAB) and the Coachella Valley portion of the Salton Sea Air Basin (SSAB);

WHEREAS, the conformity rule interim emissions test, known as *build/no build*, now requires build emissions to be less than or equal to emissions from the no build scenario and is waived altogether in areas with identical build and no-build scenarios.

WHEREAS, The Searles Valley planning area is designated as a particulate matter (PM10) federal non-attainment area. There are no proposed projects in the 2004 Regional Transportation Plan and Improvement Program (RTP/RTIP) in the Searles Valley area. Therefore, there are no differences between the 2004 RTP/RTIP build scenario and the No Project/no build scenario.

WHEREAS, the Draft Conformity Determination for the 8-hour Ozone Standard was available for public review and comment from January 18, 2005 to February 18, 2005;

WHEREAS, a public hearing was conducted at the Southern California Association of Governments on February 3, 2005;

NOW, THEREFORE BE IT RESOLVED that

(1) Southern California Association of Governments finds as follows:

- (a) SCAG's 2004 RTP/RTIP regional emissions for Ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the South Coast Air Basin (2003 Ozone SIP), the South Central Coast Air Basin (Ventura County- 2004 Ozone SIP), Coachella Valley Salton Sea Air Basin (2004 Ozone SIP), and the Western Mojave Desert Air Basin (2004 Ozone SIP);
- (b) SCAG's 2004 RTP/RTIP regional emissions (build scenario) for Ozone precursors are less than the no-build emissions for the Imperial County portion of Salton Sea Air Basin;
- (c) The build and no build scenarios are identical in Searles Valley, and the associated emissions are equal under both scenarios. Therefore, transportation activity in the Searles Valley conforms to the applicable federal transportation air quality conformity requirements.
- (d) The conformity findings for both the 2004 RTP and the 2004 RTIP are reaffirmed for all applicable pollutants, including regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, applying the use of the latest planning assumptions and the latest approved emissions model, reaffirming consistency between the adopted 2004 RTIP and the adopted 2004 RTP, and reaffirming the process for interagency consultation and public

participation;

- (e) In addition to reaffirming the already conducted public involvement and interagency consultation test for the 2004 RTP/RTIP, the 8-hour ozone conformity underwent the appropriate process for interagency consultation and public participation;

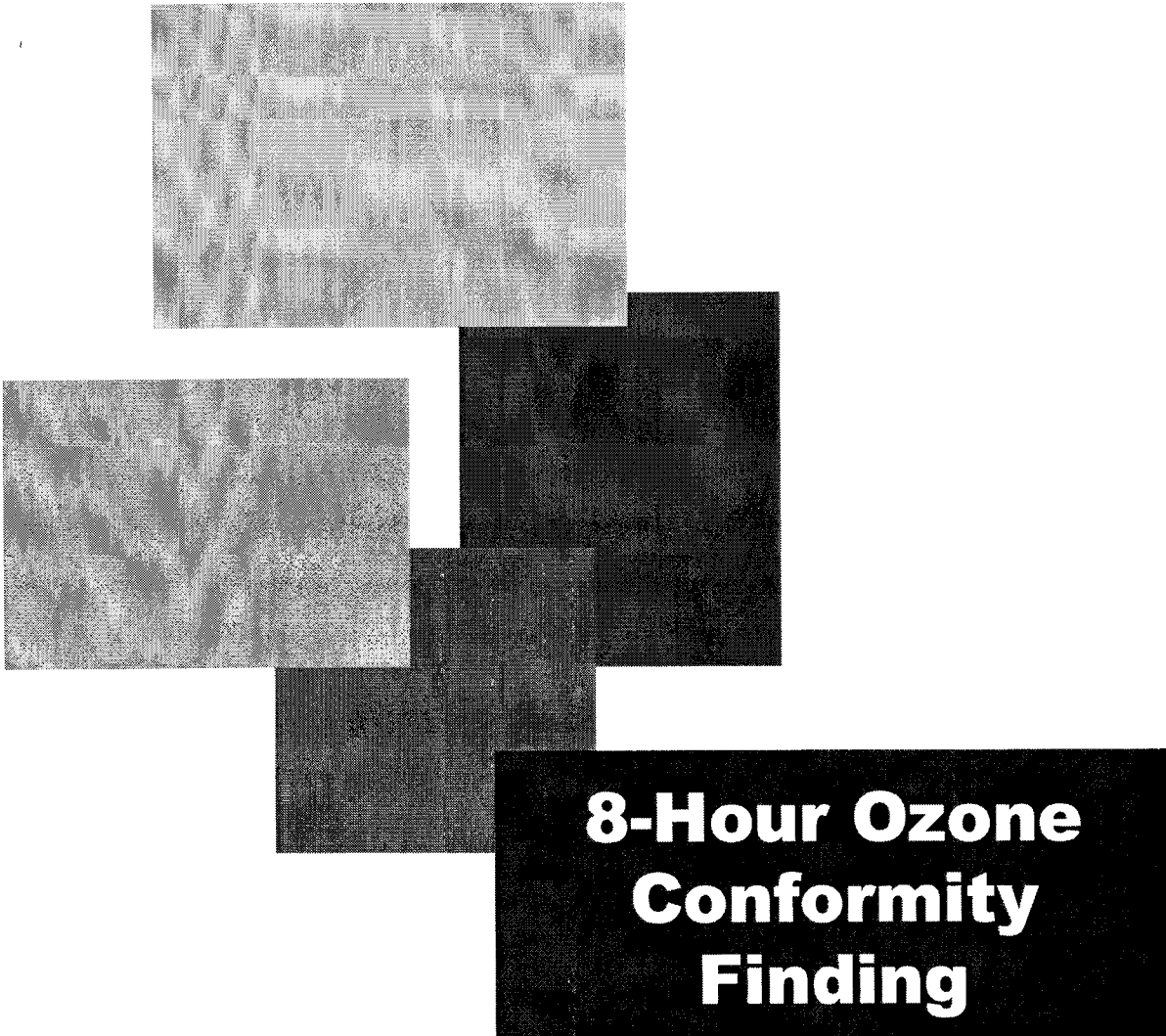
(2) The Regional Council hereby adopts the conformity findings for all federal non-attainment and maintenance areas in the SCAG region, and the Conformity Determination for the 8-hour Ozone Standard for the 2004 RTP and the 2004 RTIP will be transmitted to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 CFR Parts 51 and 93

Adopted by the Regional Council of the Southern California Association of Governments at a regular meeting on this 3rd day of March 2005.

Ronald Roberts
President, SCAG
Councilmember, City of Temecula

Attest: _____
Mark Pisano
Executive Director

Approved as to Legal Form: _____
Karen Tachiki
Legal Counsel



**8-Hour Ozone
Conformity
Finding**

I. PREFACE

This conformity report covers all federally required analyses for the 8-hour ozone conformity determination for the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program (RTIP). A conformity determination consists of regional emissions analysis, financial constraint test, timely implementation of Transportation Control Measures (TCMs) reporting, the use of the latest planning assumptions and the latest approved emissions model, appropriate documentation of findings, interagency consultation, and public involvement. This report reaffirms all of the applicable ozone conformity findings for the 2004 RTP and 2004 RTIP and addresses additional analyses required for the new 8-hour standard. Additionally, per 40 CFR 93.122(g), the conformity determination relies on the previous regional emissions analysis as developed for the RTIP for CO and PM10.

Reaffirming Ozone Analysis and Findings:

The 8-hour ozone conformity determination includes a reaffirmation of the approved conformity findings for both the 2004 RTP and the 2004 RTIP. This reaffirmation includes regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, the use of the latest planning assumptions and the latest approved emissions model, and the appropriate documentation of findings, including reaffirming the process for interagency consultation and public participation.

Conformity Status of Adopted RTP and RTIP

The adopted Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) conform to the air quality goals established by the State (air quality) Implementation Plan (SIP). Specifically, the 2004 RTP and RTIP will 1) not create new violations of the federal air quality standards, 2) not increase the frequency or severity of existing violations of the standards, and 3) not delay attainment of the standards.

The effective date for the conformity determination for the adopted 2004 RTP, including all of the air basins, is June 7, 2004, and the effective date of the federal conformity determination for the 2004 Regional Transportation Improvement Program is October 4, 2004. The conformity determination for the adopted RTP is effective for three years; thus, the RTP conformity will remain effective until June 7, 2007. On October 4, 2004, the federal agencies conditionally approved funding and determined conformity of the 2004 RTIP. After the conditions of approval have been addressed, the federal funding approval of the 2004 RTIP will expire on October 4, 2006.

The 8-hour ozone conformity determination does not affect the existing conformity schedule for the RTP or RTIP. However, the new federal conformity regulation for 8-hour ozone requires the Southern California Association of Governments (SCAG) to make a positive conformity determination and receive approval from the United States Department of Transportation (US DOT) by June 15, 2005. Non-attainment area designations for the new 8-hour ozone standard became effective on June 15, 2004, and an approved conformity determination is required one

year after the effective date. If US DOT does not approve SCAG's determination by June 15, 2005, then the region's conformity will lapse.

II. 8-HOUR OZONE CONFORMITY REQUIREMENTS

Introduction

The Southern California Association of Governments (SCAG), the Metropolitan Planning Organization (MPO) for Southern California, is mandated to comply with all applicable federal and state transportation and air quality regulations. The new federal conformity regulation for 8-hour ozone requires SCAG to receive approval from the United States Department of Transportation (US DOT) on SCAG's conformity determination by June 15, 2005. Non-attainment area designations for the new 8-hour ozone standard became effective on June 15, 2004, and an approved conformity determination is required one year after the effective date. If US DOT does not approve SCAG's determination by June 15, 2005, then the region's conformity will lapse.

Eight-Hour Ozone Non-attainment Areas

Table 1 presents 8-hour ozone non-attainment areas in the SCAG region. New ozone attainment years in the region include 2007 for Imperial County, 2010 for the Western portion of the Mojave Desert Air Basin, 2010 for Ventura County (South Central Coast Air Basin), 2013 for Coachella Valley (Salton Sea Air Basin), and 2021 for the South Coast Air Basin (SCAB).

Table 1: SCAG Region – Eight-hour Ozone Non-attainment Areas

Non-attainment Area	Classification	Maximum Attainment Date
South Coast Air Basin (SCAB)	Severe-17	2021
Coachella Valley – Salton Sea Air Basin (SSAB)	Serious	2013
Western Portion of Mojave Desert Air Basin (MDAB) [San Bernardino County and Antelope Valley]	Moderate	2010
Ventura County – South Central Coast Air Basin (SCCAB)	Moderate	2010
Imperial County (SSAB)	Marginal	2007

An eight-hour Ozone non-attainment area is designated for an area where a high level of Ozone is measured for a minimum of eight hours per day. In the SCAG region, the ozone non-attainment boundaries for the 1-hour and 8-hour standards are consistent. The 1-hour ozone non-attainment areas in Ventura County and the SCAB are identical to the 8-hour non-attainment areas, and Southeast Desert Modified Air Basin (SEDAB) has been divided into Coachella Valley and the Western Mojave Desert Air Basin. The boundaries of federal 8-hour ozone non-attainment areas are illustrated on the map attached at the end of this report.

Applicable Emissions Budgets for 8-hour Ozone

Until new 8-hour budgets are approved, the new federal conformity regulation for 8-hour ozone authorizes the use of previously approved ozone analyses and findings. Specifically, the 8-hour rule requires the use of existing 1-hour ozone emission budgets where existing 1-hour and new 8-hour boundaries are the same (93.109(e)(2)(i)) or where an existing 1-hour area can be divided into the appropriate geography of the 8-hour areas (93.109(e)(2)(ii)), unless interagency consultation determines otherwise.

In the SCAG region, existing 1-hour ozone emission budgets apply for 8-hour ozone conformity determinations until new 8-hour budgets have been approved. The 1-hour ozone non-attainment areas in Ventura County and the SCAB are identical to the 8-hour non-attainment areas. Thus, the 1-hour ozone budget can be used as-is for Ventura County and the SCAB.

Table 2: South Coast Air Basin Budgets for 8-hr Ozone

Ozone Precursors, Summer Temperatures		2005	2008	2010	2020	2021	2030
ROG (VOC)	Budget (tons/day)	263	216	155	155	155	155
NO _x	Budget (tons/day)	546	464	352	352	352	352

Reactive organic gases (ROG), Volatile Organic Compounds (VOC), Nitrogen Oxides (NO_x)

Table 3: Ventura County - South Central Coast Air Basin Budgets for 8-hr Ozone

Ozone Precursors, Summer Temperatures		2005	2010	2020	2030
ROG (VOC)	Budget (tons/day)	14.3	14.3	14.3	14.3
NO _x	Budget (tons/day)	21.4	21.4	21.4	21.4

Reactive Organic Gases (ROG), Volatile Organic Compounds (VOC), Nitrogen Oxides (NO_x)

The 1-hour budgets for the Southeast Desert Modified Air Basin (SEDAB) can be divided into two sets of 8-hour budgets for Coachella Valley and the Western Mojave Desert Air Basin, based on pre-existing one-hour budgets submitted to the ARB by Antelope Valley AQMD, Mojave Desert AQMD, and Coachella Valley (SCAQMD). Table 4 presents the existing one-hour budgets for the Southeast Desert Air Basin, Table 5 the 8-hour ozone budgets for the Coachella Valley, and Table 6 the 8-hour ozone budgets for the Western Mojave Desert Air Basin.

Table 4: Southeast Desert Air Basin Budgets for 1-hr Ozone

Ozone Precursors, Summer Temperatures		2005	2007	2010	2020	2030
ROG (VOC)	Budget (tons/day)	26.5	23.2	23.2	23.2	23.2
NO _x	Budget (tons/day)	68.3	63.2	63.2	63.2	63.2

Reactive Organic Gases (ROG), Volatile Organic Compounds (VOC), Nitrogen Oxides (NO_x)

2004 RTP and RTIP Conformity Findings for 8-Hour Ozone

Table 5: Coachella Valley (SSAB) Budgets for 8-hr Ozone

Ozone Precursors, Summer Temperatures		2005	2007	2010	2013	2020	2030
ROG (VOC)	Budget (tons/day)	4.6	4.1	4.1	4.1	4.1	4.1
NO _x	Budget (tons/day)	12.3	11.1	11.1	11.1	11.1	11.1

Reactive Organic Gases (ROG), Volatile Organic Compounds (VOC), Nitrogen Oxides (NO_x)

Table 6: Western Mojave Desert Air Basin Budgets for 8-hr Ozone

Ozone Precursors, Summer Temperatures		2005	2007	2010	2020	2030
ROG (VOC)	Budget (tons/day)	21.9	19.1	19.1	19.1	19.1
NO _x	Budget (tons/day)	56.0	52.1	52.1	52.1	52.1

Reactive Organic Gases (ROG), Volatile Organic Compounds (VOC), Nitrogen Oxides (NO_x)

In absence of an applicable emissions budget for conformity, SCAG has to conduct an interim emission test, known as a build/no-build test. Imperial County (Salton Sea Air Basin) is subject to the build/no-build test for ozone.

Summary of the 2004 RTP and 2004 RTIP Regional Emissions Analyses for 8-hour Ozone

As mandated by the Conformity Rule, to pass a regional emission test for a conformity finding, the test must meet one of the following requirements:

- For the budget test, regional emissions must be equal or less than the emission budgets.
- For the build/no-build test, the build scenario's emissions must be less than the no-build scenario's emissions.
- Planning assumptions are documented in Appendix E of the 2004 RTP (p. E-28-E-42) and Technical Appendix Section II of the 2004 RTIP (p. II-5-II-17).
 - * EMFAC 2002 was used for Regional Emissions Analysis.
 - * Modeling networks for each milestone year, including 2013, are based on projects and completion dates included in Appendix I of the 2004 RTP and Technical Appendix Section II of the 2004 RTIP (beginning on p. II-60).

Note: The build scenario means implementing the RTP/RTIP and the no-build scenario means not implementing the RTP/RTIP.

A summary of the regional emissions analyses (conformity findings) are tabulated in the following tables, which are organized by air basin geography.

2004 RTP and RTIP Conformity Findings for 8-Hour Ozone

South Coast Air Basin (SCAB)

Ozone Emissions Analysis (tons/day)							
SCAB - Summer Temperatures							
Ozone Precursor		2005	2008	2010	2020	2021	2030
ROG (VOC)	Budget	263.000	216.000	155.000	155.000	155.000	155.000
	2004 RTP/RTIP	258.467	212.754	151.339	107.230	103.824	73.127
NO _x	Budget	546.000	464.000	352.000	352.000	352.000	352.000
	2004 RTP/RTIP	542.271	453.459	349.304	184.282	173.636	120.819

Regional emissions budget generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than budget.

Ventura County - South Central Coast Air Basin (VC/SCCAB)

Ozone (tons/day)					
Summer Temperatures					
SCCAB-Ventura County					
Ozone Precursors		2005	2010	2020	2030
ROG (VOC)	Budget	14.300	14.300	14.300	14.300
	2004 RTP/RTIP	14.180	10.670	6.160	4.170
NO _x	Budget	21.400	21.400	21.400	21.400
	2004 RTP/RTIP	21.190	15.170	6.800	4.350

Regional emissions generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than budget.

Coachella Valley/Salton Sea Air Basin (SSAB)

Ozone (tons/day)							
Summer Temperatures							
CVAB/SSAB *							
Ozone Precursor		2005	2007	2010	2013	2020	2030
ROG	Budget	4.600	4.100	4.100	4.100	4.100	4.100
	2004 RTP/RTIP	4.310	3.906	3.361	2.776	2.234	1.838
NO _x	Budget	12.300	11.100	11.100	11.100	11.100	11.100
	2004 RTP/RTIP	12.008	11.016	9.305	5.313	4.913	3.460

Regional emissions generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than budget.

2004 RTP and RTIP Conformity Findings for 8-Hour Ozone

Western Mojave Desert Air Basin (MDAB)

Ozone (tons/day) Summer Temperatures Western MDAB						
Ozone Precursor		2005	2007	2010	2020	2030
ROG	Budget	21.900	19.100	19.100	19.100	19.100
	2004 RTP/RTIP	18.800	16.436	13.330	7.690	6.340
NO _x	Budget	56.000	52.100	52.100	52.100	52.100
	2004 RTP/RTIP	52.510	48.388	41.750	19.310	14.360

Regional emissions generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than budget.

Imperial County/Salton Sea Air Basin (SSAB)

Ozone Emissions Analysis (tons/day) Summer Temperatures SSAB - Imperial County					
		2005	2010	2020	2030
ROG (VOC)	No-build (Baseline)	8.850	7.230	5.630	5.720
	Build (Plan)	8.845	7.220	5.610	5.690
NO _x	No-build (Baseline)	12.725	11.800	8.881	7.810
	Build (Plan)	12.720	11.790	8.880	7.790

Regional emissions generated using EMFAC 2002. To pass, the Build emissions must be less than the No-Build emissions.

Conformity Determinations

SCAG has determined the following conformity findings for the 2004 RTP and 2004 RTIP under the required Federal tests for 8-Hour Ozone:

✓ Regional Emissions Tests

- Finding SCAG's 2004 RTP/RTIP regional emissions for Ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:
 - SCAB (2003 Ozone SIP)
 - SCCAB (Ventura County- 2004 Ozone SIP)
 - Coachella Valley SSAB (2004 Ozone SIP)
 - Western MDAB (2004 Ozone SIP)
- Finding SCAG's 2004 RTP/RTIP regional emissions (build scenario) for Ozone precursors are less than the no-build emissions for the Imperial County portion of SSAB.

✓ Reaffirmation of 2004 RTP/RTIP Conformity Tests

- Finding: SCAG reaffirms the applicable conformity findings for both the 2004 RTP/RTIP, which can be found at:

<http://www.scag.ca.gov/rtp2001/2004draft/techappendix/FinalTechAppend.htm>
and:

<http://www.scag.ca.gov/RTIP/final04/Sec1.pdf>

- This reaffirmation covers the findings for all applicable pollutants, including regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, applying the use of the latest planning assumptions and the latest approved emissions model, reaffirming consistency between the adopted 2004 RTIP and the adopted 2004 RTP, and reaffirming the process for interagency consultation and public participation.

✓ Inter-agency Consultation and Public Involvement Test

Finding: In addition to reaffirming the already conducted public involvement and interagency consultation test for the 2004 RTP/RTIP, the 8-hour ozone conformity determination underwent an appropriate process for interagency consultation and public participation. This process included Transportation Conformity Working Group consultations on October 26, 2004, December 10, 2004, and February 22, 2005; Energy and Environment Committee updates on October 7, 2004 and January 6, 2005; and a Subregional Coordinators briefing on December 16, 2004. A 30-day public comment period announcement was posted on the SCAG website on

Tuesday, January 18, 2005. Copies of the 8-Hour Ozone Conformity Determination packet were distributed to twelve regional libraries. A formal Public Hearing was held at SCAG's offices on Thursday, February 3, 2005. This event was advertised in several regional newspapers on Thursday, January 27, 2005, including the Long Beach Press Enterprise, Orange County Register, San Bernardino Sun, Riverside Press-Enterprise, Ventura Star, La Opinion, and Los Angeles Times.

REGIONAL EMISSIONS ANALYSES

SOUTH COAST AIR BASIN (SCAB)

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Orange, Riverside, and San Bernardino counties, and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

OZONE PRECURSORS

The ozone emissions budgets for ROG and NO_x are derived from the summer planning inventory and the reductions from defined new measures in the 2003 SIP.

REACTIVE ORGANIC GAS EMISSIONS (ROG) - SUMMER

	YR 2005	YR 2008	YR 2010	YR 2020	YR 2021	YR 2030
2004 RTP/RTIP	263.760	216.920	190.110	108.030	104.590	73.620
Rule 2202	- 2.593	- 1.966	- 1.671	- 0.800	-0.766	- 0.493
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	261.167	214.954	188.439	107.230	103.824	73.127
 I/M Improvements	 - 2.700	 - 2.200	 - 1.900	 0.000	 0.000	 0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	258.467	212.754	186.539	107.230	103.824	73.127
 New Defined State Measures	 0.000	 0.000	 - 35.200	 0.000	 0.000	 0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	258.467	212.754	151.339	107.230	103.824	73.127
 New Local Measures	 0.000	 0.000	 0.000	 0.000	 0.000	 0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	258.467	212.754	151.339	107.230	103.824	73.127
 Emission Budgets	 263.000	 216.000	 155.000	 155.000	 155.000	 155.000
-----	-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 4.533	- 3.246	- 3.661	- 47.770	- 51.176	- 81.873

Conformity finding requirement: ROG emissions must be equal or less than emission budgets.

Note: Year 2008 emissions are estimated by interpolation between year 2005 and year 2010.

2004 RTP and RTIP Conformity Findings for 8-Hour Ozone

OXIDES OF NITROGEN EMISSIONS (NO_x) -SUMMER

	YR 2005	YR 2008	YR 2010	YR 2020	YR 2021	YR 2030
2004 RTP/RTIP	549.350	459.260	403.820	185.010	174.320	121.210
Rule 2202	- 2.879	- 2.101	- 1.716	- 0.728	- 0.684	- 0.391
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	546.471	457.159	402.104	184.282	173.636	120.819
 I/M Improvements	 - 4.200	 - 3.700	 - 3.400	 0.000	 0.000	 0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	542.271	453.459	398.704	184.282	173.636	120.819
 New Defined State Measures	 0.000	 0.000	 - 49.400	 0.000	 0.000	 0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	542.271	453.459	349.304	184.282	173.636	120.819
 New Local Measures	 0.000	 0.000	 0.000	 0.000	 0.000	 0.000
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	542.271	453.459	349.304	184.282	173.636	120.819
 Emission Budgets	 546.000	 464.000	 352.000	 352.000	 352.000	 352.000
-----	-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 3.729	- 10.541	- 2.696	- 167.718	- 178.364	- 231.181

Conformity finding requirement: NO_x emissions must be equal or less than emission budgets.

Note: Year 2008 emissions are estimated by interpolation between year 2005 and year 2010.

COACHELLA VALLEY (SSAB)

The Coachella Valley is the desert portion of Riverside County in the Salton Sea Air Basin and the South Coast Air Quality Management District (SCAQMD) is the local agency responsible for air quality assessment and improvement in the Coachella Valley.

OZONE PRECURSORS

REACTIVE ORGANIC GAS EMISSIONS (ROG) - SUMMER

	YR 2005	YR 2007	YR 2010	YR 2013	YR 2020	YR 2030
2004 RTP/RTIP	4.350	3.940	3.390	2.800	2.250	1.850
Rule 2202	- 0.040	- 0.034	- 0.029	- 0.024	- 0.016	- 0.012
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	4.310	3.906	3.361	2.776	2.234	1.838
Emission Budgets	4.600	4.100	4.100	4.100	4.100	4.100
-----	-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 0.290	- 0.194	- 0.739	- 1.324	- 1.866	- 2.262

Conformity finding requirement: ROG emissions must be equal or less than emission budgets.

Year 2007 figures are estimated by interpolation between year 2005 and year 2010.

OXIDES OF NITROGEN EMISSIONS (NO_x) -SUMMER

	YR 2005	YR 2007	YR 2010	YR 2013	YR 2020	YR 2030
2004 RTP/RTIP	12.060	11.060	9.340	5.340	4.930	3.470
Rule 2202	- 0.052	- 0.044	- 0.035	- 0.027	- 0.017	- 0.011
-----	-----	-----	-----	-----	-----	-----
Adjusted Emission	12.008	11.016	9.305	5.313	4.913	3.460
Emission Budgets	12.300	11.100	11.100	11.100	11.100	11.100
-----	-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 0.292	- 0.084	- 1.795	- 5.787	- 6.187	- 7.641

Conformity finding requirement: NO_x emissions must be equal or less than emission budgets.

Note : CARB estimated VMT and emissions for the Mojave Valley subarea.

Year 2007 figures are estimated by interpolation between year 2005 and year 2010

WESTERN MOJAVE DESERT AIR BASIN (MDAB)

San Bernardino portion of MDAB excluding Searles Valley and Antelope Valley

OZONE PRECURSORS**REACTIVE ORGANIC GAS EMISSIONS (ROG) - SUMMER**

	YR 2005	YR 2007	YR 2010	YR 2020	YR 2030
2004 RTP/RTIP Adjusted Emission	18.800	16.436	13.330	7.690	6.340
Emission Budgets	21.900	19.100	19.100	19.100	19.100
-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 3.100	- 2.664	- 5.770	- 11.410	- 12.760

Conformity finding requirement: NOx emissions must be equal or less than emission budgets.

Note : CARB estimated VMT and emissions for the Mojave Valley subarea.

Year 2007 figures are estimated by interpolation between year 2005 and year 2010

OXIDES OF NITROGEN EMISSIONS (NOx) -SUMMER

	YR 2005	YR 2007	YR 2010	YR 2020	YR 2030
2004 RTP/RTIP Adjusted Emission	52.510	48.388	41.750	19.310	14.360
Emission Budgets	56.000	52.100	52.100	52.100	52.100
-----	-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 3.490	- 3.712	- 10.350	- 32.790	- 37.740

Conformity finding requirement: NOx emissions must be equal or less than emission budgets.

Note : CARB estimated VMT and emissions for the Mojave Valley subarea.

Year 2007 figures are estimated by interpolation between year 2005 and year 2010

VENTURA COUNTY

Ventura County portion of the South Central Coast Air Basin (SCCAB) which covers the entire Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).

OZONE PRECURSORS**REACTIVE ORGANIC GAS EMISSIONS (ROG) - SUMMER**

	YR 2005	YR 2010	YR 2020	YR 2030
RTP/RTIP	14.330	10.780	6.200	4.170
I/M Improvements	- 0.150	- 0.110	0.040	0.000
-----	-----	-----	-----	-----
Adjusted Emission	14.180	10.670	6.160	4.170
Emission Budgets	14.300	14.300	14.300	14.300
-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 0.120	- 3.630	- 8.140	- 10.130

Conformity finding requirement: ROG emissions must be equal or less than emission budgets.

OXIDES OF NITROGEN EMISSIONS (NO_x) -SUMMER

	YR 2005	YR 2010	YR 2020	YR 2030
RTP/RTIP	21.410	15.350	6.880	4.350
I/M Improvements	- 0.220	- 0.180	0.080	0.000
-----	-----	-----	-----	-----
Adjusted Emission	21.190	15.170	6.800	4.350
Emission Budgets	21.400	21.400	21.400	21.400
-----	-----	-----	-----	-----
Difference (Adj – Budget)	- 0.210	- 6.230	- 14.600	- 17.050

Conformity finding requirement: NO_x emissions must be equal or less than emission budgets.

IMPERIAL COUNTY

The Imperial County portion of the Salton Sea Air Basin is designated by the Environmental Protection Agency (EPA) as a non-attainment area for ozone.

The SCAG Regional Transportation Model does not cover Imperial County. Therefore the conformity analysis is based on the Imperial County Subregional Model.

OZONE PRECURSORS

REACTIVE ORGANIC GAS EMISSIONS (ROG) - SUMMER

	YR 2005	YR 2010	YR 2020	YR 2030
RTP/RTIP	8.845	7.220	5.610	5.690
Baseline	8.850	7.230	5.630	5.720
-----	-----	-----	-----	-----
Difference	- 0.005	- 0.010	- 0.020	- 0.030

Conformity finding requirement: the Plan scenario's emissions must be less than the Baseline scenario's emissions.

Note: Year 2005 emissions are estimated by interpolation between year 2000 and year 2010.

OXIDES OF NITROGEN EMISSIONS (NO_x) -SUMMER

	YR 2005	YR 2010	YR 2020	YR 2030
RTP/RTIP	12.720	11.790	8.880	7.790
Baseline	12.725	11.800	8.881	7.810
-----	-----	-----	-----	-----
Difference	- 0.005	- 0.010	- 0.001	- 0.020

Conformity finding requirement: the Plan scenario's emissions must be less than the Baseline scenario's emissions.

Note: Year 2005 emissions are estimated by interpolation between year 2000 and year 2010.

SUMMARY OF EMISSIONS ANALYSIS OF ADDITIONAL CRITERIA POLLUTANTS

In addition to the regional emissions analysis for ozone, below is a summary of the regional emissions analysis for additional criteria pollutants in the SCAG region. For more detailed tables, see Technical Appendix Section II of the 2004 RTIP (p. II-11-II-59).

South Coast Air Basin (SCAB)

Nitrogen Dioxide (NO_x) - Winter

<u>NO_x</u>	<u>YR 2005</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
2004 RTIP	613.664	448.827	205.602	132.970
BUDGET	686.000	686.000	686.000	686.000

Conformity finding requirement: the NO_x emissions must be equal or less than emission budgets.

Carbon Monoxide (CO) – Winter

<u>CO</u>	<u>YR 2005</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
2004 RTIP	2,597.739	1,809.900	859.679	529.757
BUDGET	3,361.000	3,361.000	3,361.000	3,361.000

Conformity finding requirement: the CO emissions must be equal or less than emission budgets.

Particulate Matter Less Than 10 Microns (PM₁₀) – Annual Average

<u>ROG</u>	<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
2004 RTIP	245.350	189.074	106.433	72.495
BUDGET	251.000	251.000	251.000	251.000

<u>NO_x</u>				
2004 RTIP	534.144	418.005	192.723	125.728
BUDGET	686.000	686.000	686.000	686.000

<u>PM₁₀</u>				
2004 RTIP	165.927	163.375	161.520	163.893
BUDGET	166.000	166.000	166.000	166.000

Conformity finding requirement: the ROG, NO_x, and PM₁₀ emissions must be equal or less than emission budgets.

Mojave Desert Air Basin (MDAB)

(San Bernardino County portion of MDAB excluding Searles Valley)

Particulate Matter Less Than 10 Microns (PM10) – Annual Average

<u>PM10</u>	<u>YR 2005</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
2004 RTIP No-Build	7.875	9.066	10.966	13.262
2004 RTP Plan	7.837	8.843	10.889	13.046

Conformity finding requirement: the Plan scenario's emissions must be equal or less than the No-Build scenario's emissions.

Salton Sea Air Basin (SSAB) – Coachella Valley

Particulate Matter Less Than 10 Microns (PM10) – Annual Average

<u>PM10</u>	<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
2004 RTIP Plan	9.168	9.484	10.044	10.671
Budget	10.900	10.900	10.900	10.900

Conformity finding requirement: the PM10 emissions must be equal or less than emission budgets.

Salton Sea Air Basin (SSAB) – Imperial County

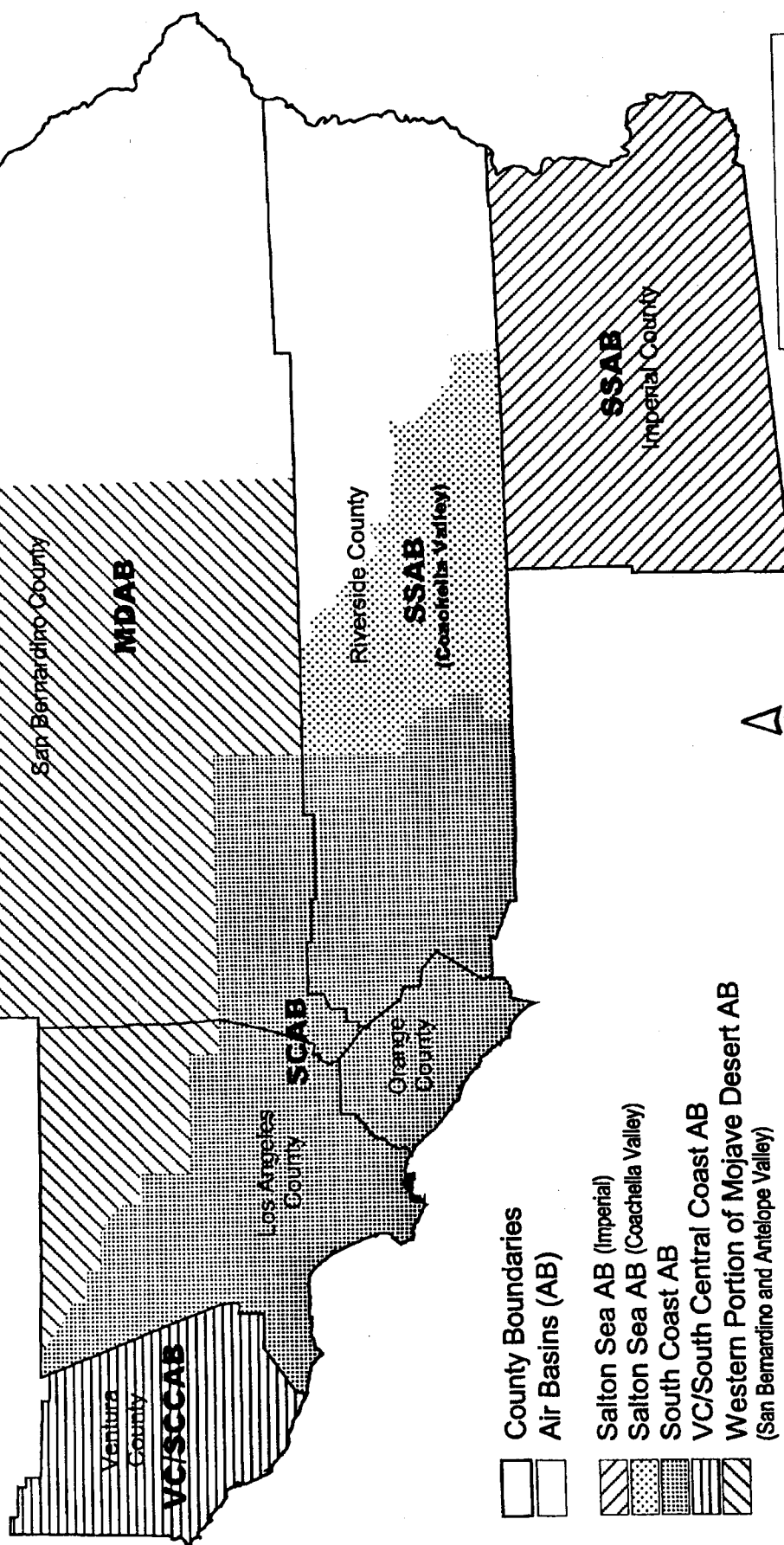
Particulate Matter Less Than 10 Microns (PM10) – Annual Average

<u>PM10</u>	<u>YR 2005</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
2004 RTIP Budget	5.577	6.339	8.306	10.252
2004 RTIP Plan	5.574	6.334	7.798	9.610

Conformity finding requirement: the Plan scenario's emissions must be equal or less than the No-Build scenario's emissions.

Federal Non-attainment Areas in the SCAG Region

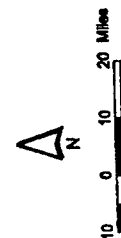
Ozone
(8-Hr. Standard)



County Boundaries
Air Basins (AB)

Salton Sea AB (Imperial)
Salton Sea AB (Coachella Valley)
South Coast AB
VC/South Central Coast AB
Western Portion of Mojave Desert AB
(San Bernardino and Antelope Valley)

Source: U.S. Environmental Protection Agency



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
April 2004

Conformity Determination for Searles Valley

Mojave Desert Air Basin (MDAB)

Searles Valley

The Searles Valley planning area is designated as a particulate matter (PM10) federal non-attainment area. There are no proposed projects in the 2004 Regional Transportation Plan and Improvement Program (RTP/RTIP) in the Searles Valley area. Therefore, there are no differences between the 2004 RTP/RTIP build scenario and the No Project/no build scenario. The following tables show PM10 emissions for years 2005, 2010, 2020, and 2030.

Searles Valley PM10 (tons/day)

	2005	2010	2020	2030
Baseline	0.1058	0.1119	0.1286	0.1428
Plan Build	0.1058	0.1119	0.1286	0.1428

In the Searles Valley, the population is expected to change very slowly between 2005 and 2030. The following tables show projected population and vehicle miles traveled (VMT) for years 2005, 2010, 2020, and 2030. VMT in the area is composed of local traffic and through traffic on Route 178, which connects Kern County through San Bernardino to Inyo County.

Searles Valley VMT and Population

	2005	2010	2020	2030
VMT (miles/day)	94,902	100,407	115,366	128,052
Population	2,379	2,517	2,892	3,210

Finding

The conformity rule interim emissions test, known as *build/no build*, requires build emissions to be less than or equal to emissions from the no build scenario. Since the build and no build scenarios are identical in Searles Valley, the associated emissions are equal under both scenarios. Therefore, transportation activity in the Searles Valley conforms to the applicable federal transportation air quality conformity requirements.

Supplemental Regional Emissions Data-Growth Visioning

On April 1, 2004 the Regional Council of the Southern California Association of Governments adopted the 2004 Regional Transportation Plan (RTP), after considering the multiple scenarios. The 2004 RTP includes the adopted 2004 Compass socio-economic forecast, which assumes that implementation of the investments and policies in the adopted RTP will affect the distribution of housing and employment. The Regional Emissions Analysis conducted for the 2004 RTP Conformity Report evaluates the expected emissions from implementation of the adopted projects, programs, policies, and the resulting socio-economic distribution (<http://www.scag.ca.gov/rtp2001/2004draft/techappendix/AppendixE.pdf>).

The attached emissions tables (2020 and 2030), in contrast, present the expected vehicle on-road emissions from the 2004 Regional Transportation Plan (RTP) without implementation of the Compass socio-economic growth distribution. See the previously referenced RTP website for the equivalent emissions with growth visioning. Also presented are new calculations for the year 2013 emissions in the Coachella Valley, with and without growth visioning, as 2013 is the attainment year for 8-hour ozone in the Coachella Valley. This scenario demonstrates that the 2004 Regional Transportation Plan would meet the regional emissions tests of the federal Transportation Conformity Rule without implementation of the Compass growth distribution. These tables are presented for informational purposes only.

2013 with Growth Visioning

Vehicle ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

SUB AREA	Daily VMT	ROG	CO	NOX	PM10 EX	TIRE		BRAKE		PM10 SUM	SOx	GASOLINE	DIESEL
						W		W					
RIV (SSAB)	HDT	792	0.52	3.51	0.07	0.01		0.01		0.1	0.01	18.76	100.52
	L&M	8,489	2.3	29.38	0.19	0.07		0.12		0.38	0.04	458.01	1.13
	OTH	87	0.07	0.89	0.01	0		0		0.01	0	4.58	4.93
SUM		9,368	2.89	33.78	0.27	0.08		0.13		0.49	0.05	481.35	106.58

Note:

SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others

L&M = Passenger Car + Light Duty Truck (1) & (2) + Medium Duty Truck + Motorcycle

HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck

OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home

2013 without Growth Visioning

Vehicle ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

SUB AREA	Daily VMT	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
RIV (SSAB)	HDT	778	0.52	3.45	4.86	0.06	0.01	0.01	0.1	18.42	98.79
	L&M	8,579	2.33	29.65	2.3	0.19	0.07	0.07	0.38	462.31	1.15
	OTH	87	0.07	0.89	0.42	0.01	0	0	0.01	4.58	4.93
	SUM	9,444	2.92	33.99	7.58	0.26	0.08	0.08	0.49	485.31	104.87

Note:

SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others

L&M = Passenger Car + Light Duty Truck (1) & (2) + Medium Duty Truck + Motorcycle

HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck

OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home

2020 PLAN without Growth Visioning

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

SUB AREA	DAILY VMT	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOX	GASOLINE	DIESEL
LOS(SCAB)	HDT	16,718	10.80	48.76	55.67	1.34	0.46	0.23	2.04	263.09	2,546.39
	L&M	194,789	50.27	467.01	39.96	4.15	1.72	2.69	8.56	10,007.27	12.08
	OTH	1,960	1.98	12.78	13.14	0.26	0.02	0.02	0.32	88.98	179.91
	SUM	213,467	63.06	528.54	109.79	5.77	2.21	2.95	10.92	10,359.34	2,738.39
ORA(SCAB)	HDT	3,967	2.53	11.28	12.95	0.31	0.09	0.05	0.46	73.11	547.49
	L&M	72,927	18.70	145.73	11.77	1.26	0.64	1.00	2.91	3,658.76	4.20
	OTH	654	0.54	3.88	3.30	0.06	0.00	0.00	0.09	31.62	45.63
	SUM	77,547	21.77	160.89	28.01	1.62	0.75	1.07	3.45	3,763.48	597.33
RIV(SCAB)	HDT	6,170	3.19	14.93	19.00	0.43	0.18	0.10	0.70	100.46	901.47
	L&M	46,825	9.92	94.03	6.96	0.94	0.40	0.65	1.99	2,450.83	2.62
	OTH	572	0.35	2.97	1.83	0.04	0.00	0.01	0.06	29.35	28.12
	SUM	53,565	13.46	111.92	27.78	1.40	0.59	0.74	2.73	2,580.64	932.21
SBD(SCAB)	HDT	4,189	2.11	10.02	14.32	0.30	0.12	0.05	0.48	60.14	648.71
	L&M	34,950	8.65	67.46	5.38	0.59	0.31	0.48	1.38	1,794.64	1.65
	OTH	369	0.23	1.70	1.47	0.03	0.00	0.00	0.05	17.13	23.01
	SUM	39,509	11.00	79.18	21.17	0.92	0.43	0.55	1.90	1,871.91	673.35
SCAB SUM	HDT	31,043	18.65	84.98	102.91	2.38	0.87	0.43	3.66	496.79	4,644.06
	L&M	349,490	87.55	774.22	64.08	6.92	3.08	4.83	14.84	17,911.52	20.54
	OTH	3,556	3.09	21.32	19.74	0.41	0.05	0.05	0.50	167.07	276.67
	SUM	384,088	109.28	880.52	186.75	9.71	3.98	5.31	19.00	18,575.37	4,941.27

2020 PLAN without Growth Visioning

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

SUB AREA	DAILY VMT	ROG	CO	NOX	PM10		TIRE		BRAKE		PM10 SUM	SOx	GASOLINE	DIESEL
					EX	W	W	W	W	W				
VENTURA	HDT	906	0.64	2.89	3.02	0.06	0.02	0.01	0.01	0.01	0.10	0.01	18.25	121.65
	L&M	18,593	5.55	36.77	3.40	0.26	0.17	0.26	0.09	0.09	0.68	0.09	886.68	1.13
	OTH	188	0.10	0.83	0.56	0.01	0.00	0.00	0.00	0.00	0.02	0.00	9.99	7.47
	SUM	19,688	6.28	40.49	6.99	0.34	0.19	0.27	0.10	0.10	0.80	0.10	914.92	130.24
ANTELOPE	HDT	547	0.31	1.37	1.41	0.03	0.01	0.00	0.00	0.01	0.05	0.01	12.56	64.89
	L&M	10,172	1.82	18.80	1.54	0.18	0.09	0.14	0.04	0.04	0.40	0.04	482.85	0.51
	OTH	150	0.09	0.53	0.42	0.01	0.00	0.00	0.00	0.00	0.01	0.00	7.50	7.40
	SUM	10,868	2.21	20.71	3.37	0.22	0.10	0.15	0.05	0.05	0.47	0.05	502.94	72.79
VICTOR+	HDT	1,929	1.14	5.73	5.86	0.12	0.04	0.03	0.03	0.19	0.03	0.03	46.05	234.25
	L&M	14,178	2.57	30.78	2.63	0.30	0.13	0.20	0.07	0.61	0.61	0.07	717.98	0.73
	OTH	277	0.20	1.54	1.07	0.02	0.00	0.00	0.00	0.04	0.04	0.00	14.00	12.55
	SUM	16,384	3.91	38.06	9.57	0.44	0.18	0.23	0.10	0.84	0.84	0.10	778.02	247.53
COACHELLA	HDT	934	0.47	2.48	3.10	0.06	0.02	0.01	0.01	0.09	0.09	0.01	20.12	123.78
	L&M	9,803	1.68	19.15	1.39	0.21	0.09	0.13	0.05	0.44	0.44	0.05	525.57	0.56
	OTH	101	0.08	0.53	0.35	0.00	0.00	0.00	0.00	0.01	0.01	0.00	5.19	5.64
	SUM	10,837	2.21	22.15	4.85	0.29	0.11	0.15	0.07	0.55	0.55	0.07	550.87	129.98
=====														
AREA SUM	HDT	35,360	21.19	97.46	116.33	2.65	0.94	0.48	4.11	0.60	4.11	0.60	593.78	5,188.63
	L&M	402,237	99.16	879.73	73.03	7.89	3.55	5.55	16.97	1.92	16.97	1.92	20,524.58	23.48
	OTH	4,271	3.57	24.76	22.14	0.43	0.02	0.03	0.60	0.03	0.60	0.03	203.76	309.73
	SUM	441,865	123.90	1,001.94	211.53	11.00	4.56	6.11	21.66	2.59	21.66	2.59	21,322.12	5,521.82

Note :
 Banning Area is included in SCAB, not in Coachella Valley
 SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
 L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
 HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
 OTH = Line Haul Vehicle + School Bus + Motor Home

2030 PLAN without Growth Visioning

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

SUB AREA	DAILY VMT	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
LOS(SCAB)	HDT	18,936	8.26	37.05	37.62	1.15	0.53	0.27	1.94	0.34	286.56
	L&M	207,710	31.45	268.71	21.53	4.48	1.83	2.87	9.18	1.00	10,520.65
	OTH	2,416	1.03	9.10	10.02	0.23	0.02	0.03	0.29	0.03	115.85
	SUM	229,062	40.76	314.87	69.18	5.86	2.39	3.17	11.41	1.36	11,023.08
ORA(SCAB)	HDT	4,162	2.21	8.82	8.35	0.27	0.10	0.05	0.41	0.07	74.49
	L&M	75,237	12.14	87.73	6.42	1.32	0.66	1.03	3.02	0.36	3,773.01
	OTH	802	0.30	2.76	2.57	0.06	0.01	0.01	0.09	0.00	40.00
	SUM	80,202	14.84	99.30	17.35	1.64	0.78	1.11	3.53	0.43	3,887.50
RIV(SCAB)	HDT	7,543	3.32	14.56	14.57	0.45	0.21	0.11	0.76	0.13	123.85
	L&M	55,769	7.62	66.70	4.40	1.14	0.48	0.77	2.42	0.28	2,982.91
	OTH	764	0.18	1.87	1.41	0.04	0.01	0.01	0.07	0.00	41.83
	SUM	64,076	11.13	83.14	20.37	1.65	0.71	0.89	3.24	0.42	3,148.59
SBD(SCAB)	HDT	5,250	2.20	9.83	11.12	0.30	0.14	0.06	0.52	0.09	74.42
	L&M	39,841	5.96	43.71	3.11	0.67	0.35	0.55	1.57	0.20	2,052.99
	OTH	503	0.12	1.06	1.10	0.03	0.00	0.00	0.04	0.00	24.28
	SUM	45,595	8.29	54.60	15.33	1.00	0.51	0.63	2.14	0.29	2,151.69
SCAB SUM	---	---	---	---	---	---	---	---	---	---	---
	HDT	35,893	16.01	70.25	71.67	2.17	1.00	0.49	3.66	0.62	559.33
	L&M	378,555	57.18	466.86	35.48	7.62	3.35	5.23	16.19	1.82	19,429.57
	OTH	4,486	1.64	14.80	15.09	0.36	0.06	0.06	0.48	0.06	221.96
	SUM	418,935	74.82	551.92	122.23	10.15	4.39	5.79	20.33	2.50	20,210.86
											5,719.48

2030 PLAN without Growth Visioning

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

SUB AREA	DAILY VMT	ROG	CO	NOX	PM10		TIRE		BRAKE		PM10 SUM	SOx	GASOLINE	DIESEL
					EX	W	W	W	W	W				
VENTURA	HDT	967	0.57	2.22	2.09	0.05	0.02	0.01	0.01	0.01	0.10	0.01	18.81	131.80
	L&M	19,883	3.61	22.56	1.91	0.30	0.17	0.28	0.28	0.75	0.09	0.09	950.58	0.31
	OTH	238	0.05	0.36	0.41	0.01	0.00	0.00	0.00	0.02	0.00	0.00	12.82	8.74
	SUM	21,088	4.22	25.15	4.38	0.36	0.20	0.29	0.29	0.86	0.11	0.11	982.21	140.86
ANTELOPE	HDT	630	0.34	1.39	1.25	0.03	0.01	0.00	0.00	0.07	0.01	0.01	11.91	86.03
	L&M	12,537	1.95	14.85	1.08	0.24	0.11	0.17	0.17	0.52	0.06	0.06	610.57	0.15
	OTH	238	0.03	0.25	0.28	0.00	0.00	0.00	0.00	0.02	0.00	0.00	14.61	8.83
	SUM	13,407	2.32	16.51	2.63	0.29	0.13	0.19	0.19	0.61	0.07	0.07	637.09	95.01
VICTOR+	HDT	2,498	1.15	5.04	4.73	0.12	0.06	0.04	0.04	0.22	0.04	0.04	57.95	307.76
	L&M	17,309	1.97	21.52	1.60	0.38	0.15	0.25	0.25	0.78	0.08	0.08	883.18	0.20
	OTH	371	0.10	0.88	0.81	0.02	0.00	0.00	0.00	0.03	0.00	0.00	18.72	15.38
	SUM	20,177	3.22	27.43	7.15	0.54	0.22	0.28	0.28	1.03	0.12	0.12	959.85	323.35
COACHELLA	HDT	1,135	0.48	2.26	2.27	0.06	0.02	0.01	0.01	0.11	0.01	0.01	23.46	153.34
	L&M	11,868	1.34	13.85	0.90	0.27	0.11	0.16	0.16	0.54	0.06	0.06	640.32	0.17
	OTH	133	0.03	0.39	0.27	0.00	0.00	0.00	0.00	0.01	0.00	0.00	6.82	6.75
	SUM	13,136	1.85	16.50	3.44	0.34	0.14	0.18	0.18	0.66	0.08	0.08	670.57	160.26
AREA SUM	HDT	41,121	18.53	81.17	82.00	2.43	1.09	0.55	0.55	4.13	0.70	0.70	571.45	6,087.21
	L&M	440,154	66.04	539.63	40.95	8.80	3.86	6.08	6.08	18.78	2.13	2.13	22,514.21	7.01
	OTH	5,465	1.84	16.67	16.87	0.39	0.04	0.05	0.05	0.57	0.03	0.03	274.93	344.74
	SUM	486,743	86.43	637.50	139.83	11.68	5.08	6.74	6.74	23.48	2.88	2.88	23,460.58	6,438.96

Note :
 Banning Area is included in SCAB, not in Coachella Valley
 SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
 L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
 HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
 OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home